

REMARKS/ARGUMENTS

Favorable reconsideration of this application as presently amended and in light of the following discussion is respectfully requested.

Claims 10-17 are pending in the present application; Claims 10 and 15-17 having been amended, and Claims 18-21 having been canceled by way of the present amendment.

In the outstanding Office Action, Claims 10-21 were rejected under 35 U.S.C. § 103(a) as being unpatentable over JP 2002-296070 in view of JP 9-115086. This rejection is respectfully traversed.

Initially, it is noted that independent Claims 10 and 15 have been amended to clarify the invention. More specifically, the following limitations have been added to the end of Claim 10:

the route acquiring unit acquires the information showing transportations for all the sections including not only a walk section but also sections where the public transportation system is used using the departure place and the destination without the need for the user to specify conditions as to what transportation is used in the section routes and without the need for the user to specify where the user gets on and off public transportation systems to be used in the section routes, and

the guidance controller controls the guiding unit to perform the guidance for a section route in which the public transportation system is not used as the transportation, when an instruction on whether to perform the guidance in the section route is received and an instruction to perform the guidance is received whereas not to perform the guidance for section routes in which the public transportation system is used.

The navigation apparatus comprises a receiving unit that receives an input for a departure place and a destination, a transmitting unit that transmits to a retrieving server information for the departure place and the destination accepted by the receiving unit, a route acquiring unit that acquires from the retrieving server information showing transportations to be used in each of a plurality of section routes to be included in a route that connects the departure place and the destination, the transportations being retrieved in the retrieving server

based on the information for the departure place and the destination transmitted by the transmitting unit, a guiding unit that performs a guidance based on the route, and a guidance controller that controls the guiding unit to perform the guidance as recited in the amended Claim 10.

The navigation apparatus is characterized in that the route acquiring unit acquires the information for all the sections including not only a walk section but also sections where the public transportation is used using the departure place and the destination without the need for the user to specify conditions as to what transportation is used in the section routes and without the need for the user to specify where the user gets on and off public transportation systems to be used in the section routes.

The guidance controller controls the guiding unit to perform the guidance for a section route in which a public transportation system is not used as the transportation, when an instruction on whether to perform the guidance in the section route is received and an instruction to perform the guidance is received, whereas not to perform the guidance for section routes in which the public transportation system is used as recited in the amended Claim 10.

The combination of JP 2002-296070 in view of JP 9-115086 neither disclose nor suggest the above features.

Specifically, JP 9-115086 describes in the paragraphs [0005]-[0006] as follows: in order to achieve the above object, the first embodiment provides an apparatus for searching an optimum route from a departure place to a destination place with various transportations including a public transportation, the apparatus comprises an input unit that inputs data for one place to get on the public transportation and another place to get off the public transportation to be used, and a calculating unit that searches the optimum route from the departure place to the one place to get on the public transportation, and from the another

place to get off the public transportation to the destination place, whereby the optimum route is searched speedily as it is not necessary to search a route in a section where the public transportation is used.

In contrast, the present invention is supported in paragraph [0032] of the specification as follows: The navigation server according to the first embodiments specifies a departure place and the destination, so as to make the total route search including not only a walk section but also sections where the public transportation system is used including a departure place, boarding station (or bus stop), public transportation systems to be used, stations to get off (or bus stop), and the destination. See also paragraph [0062] for additional support of the claim amendments.

Thus, the present invention is able to search the optimum route from the departure place to the destination place with various transportations including a public transportation, while providing the guidance for sections in which the guidance is necessary, but not providing the guidance for sections in which the guidance is not necessary.

Thus, the amended Claim 10 is patentable over JP 2002-29670 in view of JP 9-115086. The amended Claim 15 is patentable over JP 2002-29670 in view of JP 9-115086 for the same reasons as the amended Claim 10. The remaining Claims 11-14 and 16-17 are patentable over JP 2002-29670 in view of JP 9-115086 for the same reasons as respective amended Claims 10 and 15 by virtue of their dependency therefrom.

Consequently, in light of the above discussion and in view of the present amendment, the present application is in condition for formal allowance and an early and favorable action to that effect is requested.

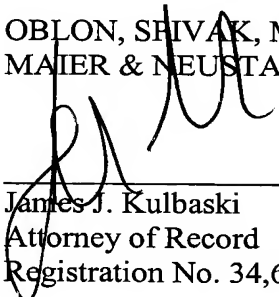
Respectfully submitted,

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